

CLASSIFICATION <u>SECRET/CONTROL - U.S. OFFICIALS ONLY</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Wolfsbehringen (Haina) Airfield</u>		25X1
EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTENT <u></u>		25X1
DATE OBTAINED <u></u>	DATE PREPARED <u>11 June 1954</u>	25X1
REFERENCES <u></u>		
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE) <u></u>	
REMARKS <u>640021</u>		
This is UNEVALUATED Information		

1. an airfield, referred to as Wolfsbehringen Object, was planned to be built. The axis of the airfield was apparently not yet fixed. Surveyors were again ordered to the Wolfsbehringen construction site, referred to as Object No 541, on 11 May. 25X1
2. At Wolfsbehringen airfield, referred to as Object No 541, cleaning and repair work had been done on the Bielefeld-Werthe railroad line to as far as Friedrichswerth by 7 May. New rails were laid as far as Goldbach. At the beginning of May, no work was under way on the section between Goldbach and Friedrichswerth because of a shortage of workers. Large-scale excavation work was being done from Friedrichswerth to Hainaer Forst. An embankment had to be raised from the junction of the old railroad line to marker 272 along Haina-Grossenhehringen road, while from this point to as far as Hainaer Forst, earth had to be removed by dredgers. There was a shortage of rails, joint bars and bolts. The material available at the beginning of May permitted the laying of the railroad superstructure only as far as Eberstaedt. The Ministry for Transportation promised that it would instruct all railroad subdistrict offices to have measures taken for the procurement of the required material. Because of the existing difficulties, it was believed that the target date for the completion of the spur track, fixed on 1 June 1954, would not be met. The construction staff was not able to fix a new target date. 25X1
3. At the beginning of May, about 400 workers were employed at the construction site. This number represented only about two thirds of the required personnel. Therefore, efforts were made to hire additional labor in the Langensalza, Muehlhausen, Eisenach, Erfurt and Gotha areas which, however, had only little result.
4. At the beginning of May, construction work was completed on the first of the scheduled 10 temporary buildings, each with a capacity of about 60 workers. This building which was located at the western exit of Haina was believed to be ready for occupation by married workers by 10 May. The framework of 2 additional temporary buildings was completed by 7 May, while the foundations of 4 other buildings were under construction. As there was no water supply, it was scheduled to bore

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a well. Furthermore, a messhall with kitchen was planned to be constructed in the cantonment. Except for the building for the married workers, all planned temporary buildings were located in the northern corner of Hainaer Forst.

5. Adjacent west of the cantonment, the building material yard and a brick building for the construction staff were to be established. The Soviets had ordered that the latter building as well as the temporary buildings for the workers be constructed in such a way that they might be taken over by the troops after completion of construction work. 25X1 25X1 25X1

6. On 13 April, Lieutenant Colonel Smirnov (fnu) who was assigned to the Wolfsbehringen construction site by the Werder air force construction staff [redacted] asked that the position of the temporary buildings be changed. [redacted] Smirnov was in possession of a new construction plan on which the axle of the runway had another direction than on the old plan. [redacted] At last Smirnov agreed that a free-hand sketch be made of the new plan for the German construction staff. Smirnov stressed, however, that small-scale changes from the new plan were still expected. This was the reason why the construction staff again delayed construction work on the building for the construction staff. As Smirnov's new construction plan had a scale of 1:2,000, only the most important dimensions were entered on the free-hand sketch. According to the new plan, the runway had a length of 2.2 km and a width of 60 meters. Smirnov stated that the concrete cover was planned to be 30 cm thick, that the taxiway and connecting lanes were to be 16 meters and 8 meters wide respectively with a 20-cm concrete cover, and that the eastern section of the taxiway was scheduled to be 36 meters wide. On 29 April, Smirnov again arrived at the construction site bringing along Senior Lieutenant Lashvinski (fnu), liaison officer to the construction staff in Werder, who has remained at the construction site since that day. 25X1 25X1

7. Between 7 and 12 May, soil tests were made at Wolfsbehringen airfield, mostly in Hainaer Holz and partly west of the wood. The Soviets were engaged in dismantling their quarters in the Hinteres-Hainaer-Holz, while German workers of the Bauunion Sued under the supervision of Herr Lehmann (fnu), did construction work on temporary buildings in the same area. The Gotha-Grossenbehringen railroad line which had been dismantled after the war was again repaired as far as Friedrichswerth. Source believed that, at Friedrichswerth, a spur track was scheduled to branch off toward the northern edge of Hainaer Holz. The Bauunion Sued attempted to find gravel in the vicinity of the construction site. So far, such efforts have had no result near Goldbach. The Eisenach-Langensalza road was blocked northeast of Grossenlupnitz. 25X1

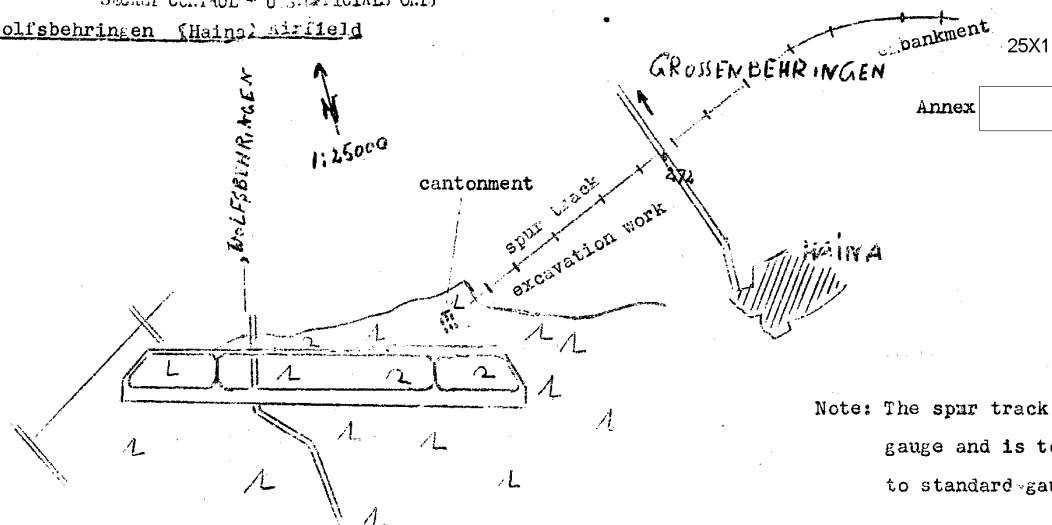
Comment. The statements by the three reporting sources confirm and supplement previous information on the airfield construction project near Wolfsbehringen, formerly referred to as Haina project. [redacted] sketch on which the assumed location of the airfield is visible. For sketch, see annex. 25X1

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wolfsbehringen (Haina) airfield



Note: The spur track is narrow-gauge and is to be converted to standard-gauge later on

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